

## **AMENDMENTS TO THE SPECIFICATION**

*Please replace the paragraph on page 6, lines 3-14 with the following paragraph rewritten in amendment format:*

Referring now also to figure 6 and 7, it will be described how the addition of the thrust plate 16 makes advancing and retracting the jaws 8 an easy practical matter. The thrust plate 16 sits on the rear of the collet member 26 (shown in Figure 1), which is part of jaw actuator 10. The rear shaft 20 may or may not be integrally formed with the chuck body 2. Indeed the central axial bore 4 of the chuck body 2 may or may not extend within the rear shaft 20. In any event, it can be seen that the thrust plate 16 is concentric with the central axis 5 of the axial bore 4. In this manner, therefore, the thrust plate 16 may axially slide along the shaft 20 in either direction. Preferably, in order to aid the possible rotation of the chuck body ~~[[20]]~~ 2, jaws 8, and jaw actuator 10, relative to the non-rotating thrust plate 16, a thrust bearing 15 is included between the jaw actuator 10 and thrust plate 16. Preferably the thrust plate 16 also includes a bush 22 to act as a bearing surface between it and the rotatable jaw actuator 10.

*Please replace the paragraph on page 8, line 29 – page 9, line 7 with the following paragraph rewritten in amendment format:*

The reason for having the position at which the wedge members 44, 48 cooperatively lock together is to set the clamping force applied to the thrust plate 16 by movement of the handle 32 thereby causing pivoting of the actuator plate 34. If the second wedge 48 is situated in a raised position within the further handle 50, then the movement of the first wedge 44 downwards in the direction of arrow C, will not be very

far. This means that further movement of the connecting rod 42 will not be possible once the two wedges 44, 48 are locked. Further movement of the handle ~~32~~in 32 in the direction of arrow A will thus result in the over-force in the connecting rod 42 being held therewithin as compressive stress, as the connecting rod 42 deforms and bends out of shape. Indeed, this causes an over-centering of the entire locking mechanism which results in a very high clamping force being felt by the jaws 8.